

# BookletChart<sup>TM</sup>

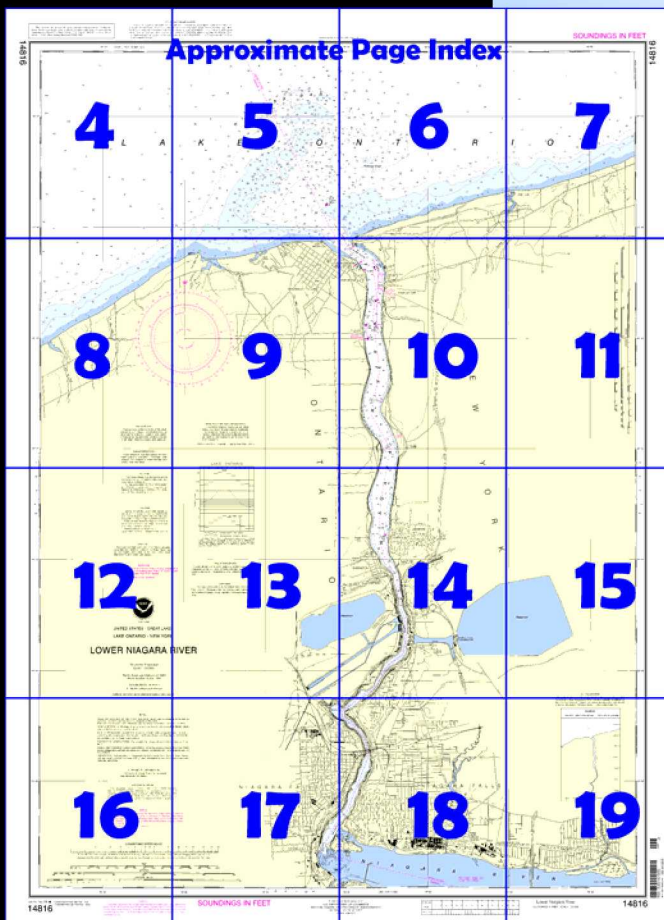
## Lower Niagara River

(NOAA Chart 14816)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

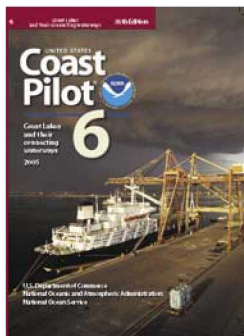
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 6, Chapter 5 excerpts]

(202) The Niagara River flows from the NE end of Lake Erie and enters Lake Ontario about 36 miles from its W end. The Lake Ontario entrance to the river is between two land points occupied by **Fort Niagara, N.Y.**, on the E, and **Fort Mississauga, Ont.**, on the W. The **International boundary** between the United States and Canada generally follows a middle of the river course through the lower Niagara River.

(204) The Niagara River, with its great volume of water and a current of about 2.2 knots, deposits considerable sediment in Lake Ontario and forms extensive shoals for a radius of about 3 miles off the mouth of the river. A bank with least depths of 5 feet extends about 0.8 mile off the E side of the entrance and is marked on its NW side by a lighted bell buoy. **Rumsey Shoal**, with depths of 17 feet, is an unmarked detached shoal about 1.5 miles N of Fort Niagara.

**Niagara Bar** extends from shore about 2 miles W of the river mouth NE to a point about 3 miles N of the river mouth. The N part of the shoal has depths of 12 and 13 feet, but depths of 8 feet are found to about 1.5 miles offshore NW of the river mouth. Commercial sand and gravel dredging is conducted intermittently in the area and depths are subject to change. In August 1982, an obstruction covered 3 feet was reported in about 43°16'00"N., 79°05'12"W. Vessels bound between the Welland Canal and points E of the Niagara River must avoid Niagara Bar by passing N of the lighted buoy about 3.7 miles N of Fort Niagara.

(205) The entrance to the Niagara River is marked by lighted buoys, a **149°30'** lighted range, and lights at Fort Niagara and Fort Mississauga. **Fort Niagara Light** (43°15.7'N., 79°03.8'W.), 80 feet above the water, is shown from a tower with a white and green diamond-shaped daymark on the E side of the river at the mouth.

(206) At the prevailing stages during the navigation season, a depth of about 13 feet may be carried into the river by closely following the lighted range. An alternate approach is on course **187°**, avoiding the E edge of Niagara Bar and leaving the lighted bell buoy marking the bank off Fort Niagara close aboard to port, and then swinging for the river when on the lighted range.

(207) Once inside the river, an unobstructed channel with depths of 30 to 70 feet leads to Lewiston at the foot of the rapids below Niagara Falls, about 7 miles above the mouth.

(208) **Niagara Coast Guard Station** is on the E side of the Niagara River entrance. In 1977, depths of 14 feet were reported alongside the Coast Guard wharf.

(209) **Niagara-on-the-Lake, Ont.**, is on the W side of the mouth of the river. A **Canadian customs reporting station** is at Niagara-on-the-Lake. (See Canadian Customs, chapter 1.) The customs wharf has depths of 4 to 10 feet alongside.

(210) A small-craft basin immediately S of the customs wharf provides gasoline, diesel fuel, sewage pump-out, a 25-ton marine railway, a 20-ton hoist, and hull and engine repairs. Depths of 2 to 5 feet are reported in the basin. Mariners are cautioned that strong winds tend to raise or lower the water level in the basin by as much as 2 feet.

(211) **Youngstown, N.Y.**, is on the E side of the river about 1 mile above the mouth.

(212) A **special anchorage** is on the E side of the river at Youngstown.

(213) Youngstown is a **customs port of entry**.

(218) **Lewiston, N.Y.**, on the E side of the river about 7 miles above the mouth, is the head of navigation on the lower Niagara River. In August 2000, the town landing had a large 300-foot dock with a reported depth of 8 feet alongside. A launch area and transient slip area was also available at the landing.

(219) **Queenston, Ont.** is on the W side of the river opposite Lewiston. Sand is received at a 300-foot wharf owned and operated by D. G. Bawtinheimer, Ltd. In 1977, depths of 12 feet were reported alongside.

(220) The portion of the lower Niagara River upstream from Lewiston and Queenston to **American Falls** and **Horseshoe Falls** is considered not navigable because of a 4-mile section of heavy rapids. Several bridges and overhead cables cross this section of the river.

(221) The S shore of Lake Ontario, westerly from the **International boundary** at the mouth of the Niagara River to the extreme W end of this lake, at Hamilton Harbour, is in Canada. Proceeding northerly and easterly, the N shore of Lake Ontario is in Canada going back to the head of the St. Lawrence River.



# Table of Selected Chart Notes

## Pump-out facilities

Corrected through NM Feb. 7/04  
Corrected through LNM Dec.16/03

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

### RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○(Accurate location)    ◐(Approximate location)

### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Buffalo, New York    KEB-98    162.55 MHz (Chan. WX-1)

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.212" northward and 0.821" eastward to agree with this chart.

### SOURCE DIAGRAM

Most of the hydrography identified by the letter "I" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

### COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency, the Canadian Department of Fisheries and Oceans, and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PLANE OF REFERENCE OF THIS CHART. (Low Water Datum) Depths are referred to the sloping surface at the river when Lake Ontario is at elevation 243.3 feet.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

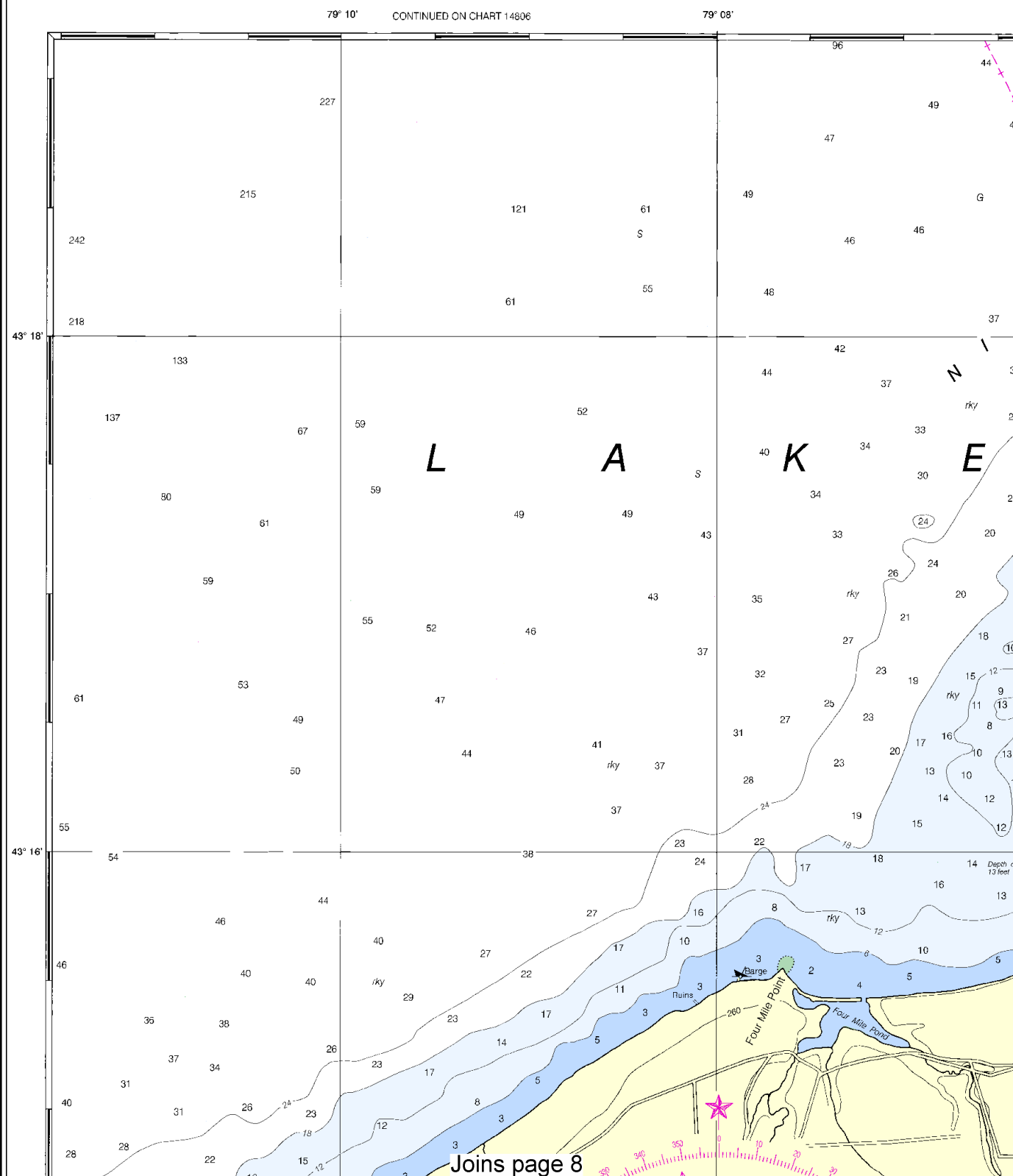
### PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

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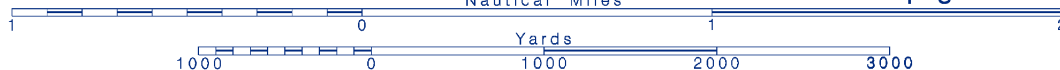
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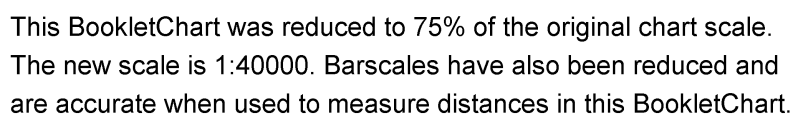


Printed at reduced scale.

SCALE 1:30,000  
Nautical Miles

See Note on page 5.

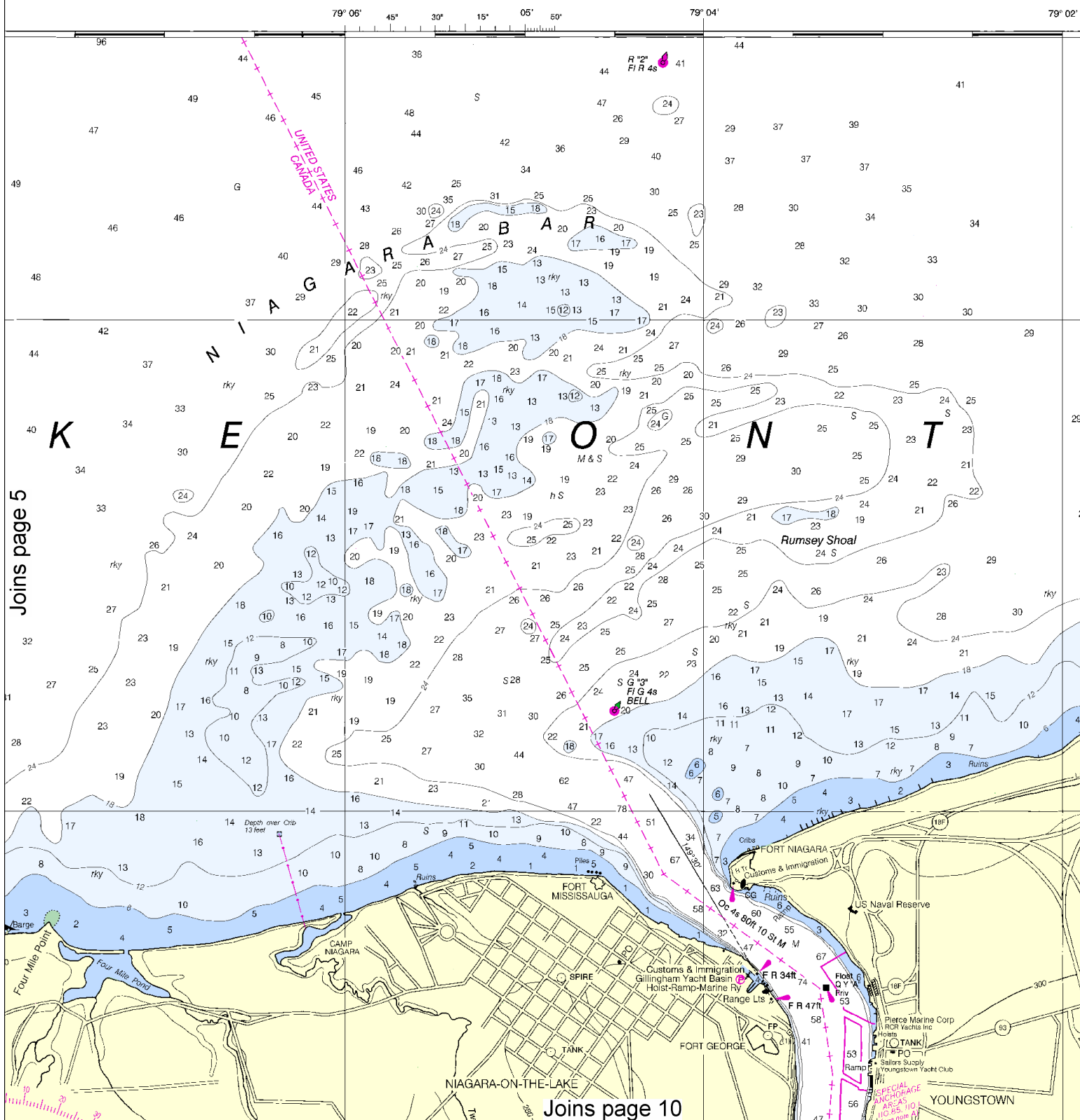




# HARTS

ted weekly by NOAA for Notices to Mariners  
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00-584-4683, <http://NauticalCharts.gov>,  
56CHART, <http://OceanGrafix.com>, or

Formerly LS 256, 1st Ec., Nov 1909 KAPP 1132

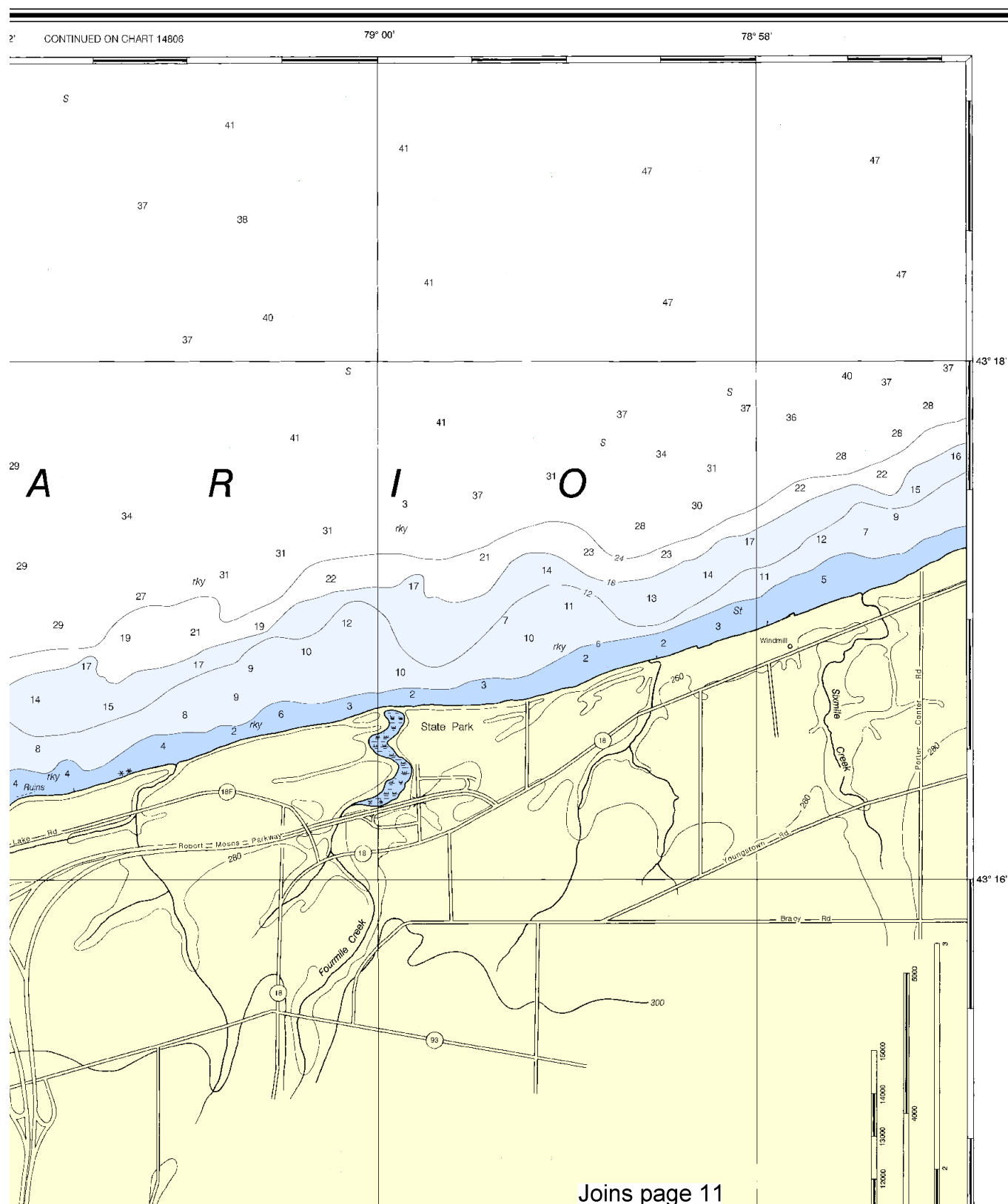


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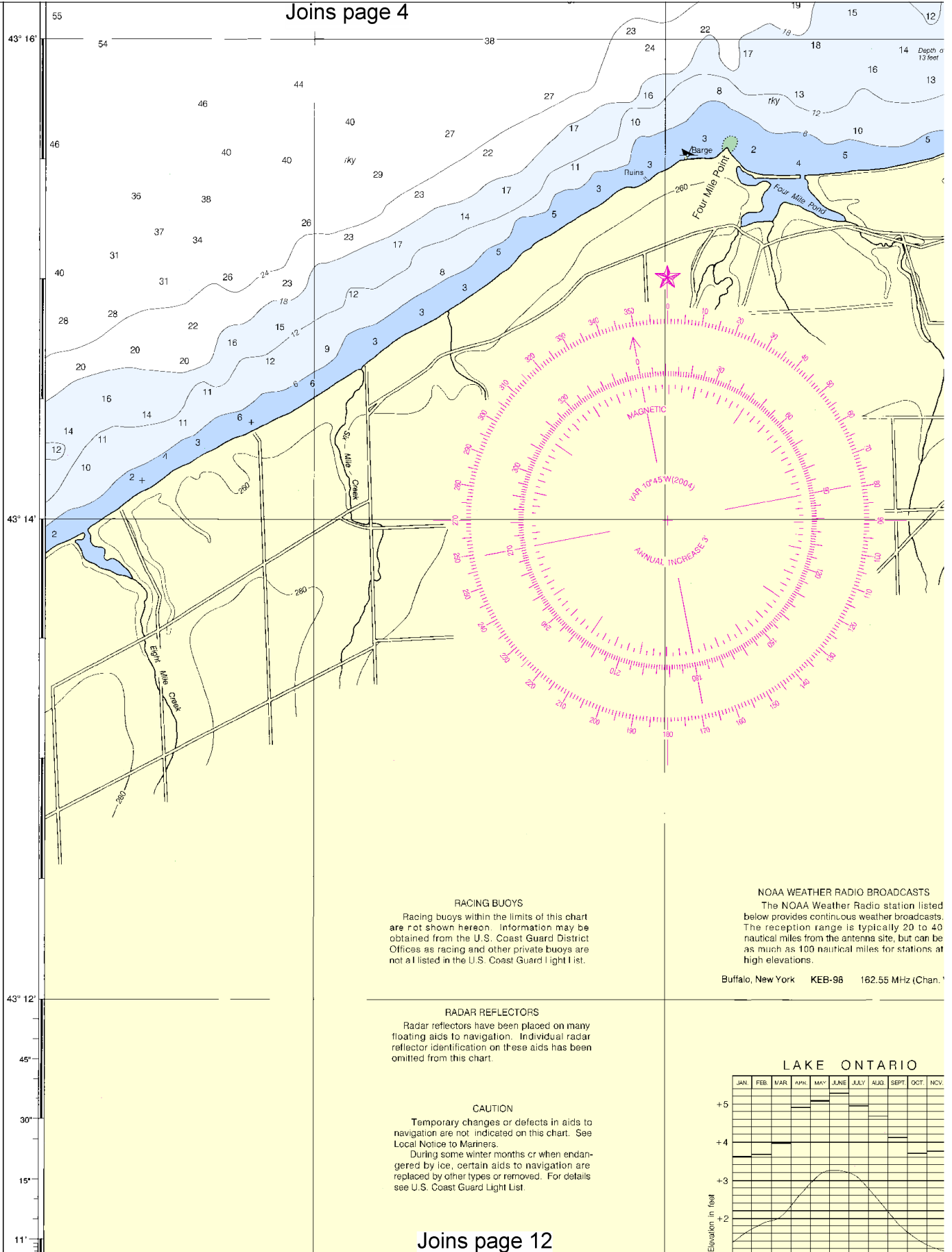
## 14816



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This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
NGA Weekly Notice to Mariners: 0910 2/27/2010,  
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.

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#### RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not a part listed in the U.S. Coast Guard Light List.

#### RADAR REFLECTORS

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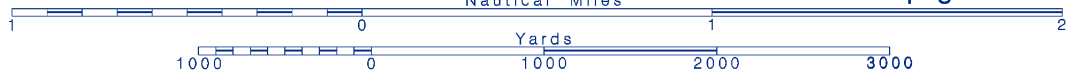
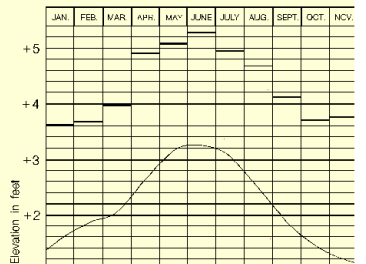
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The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

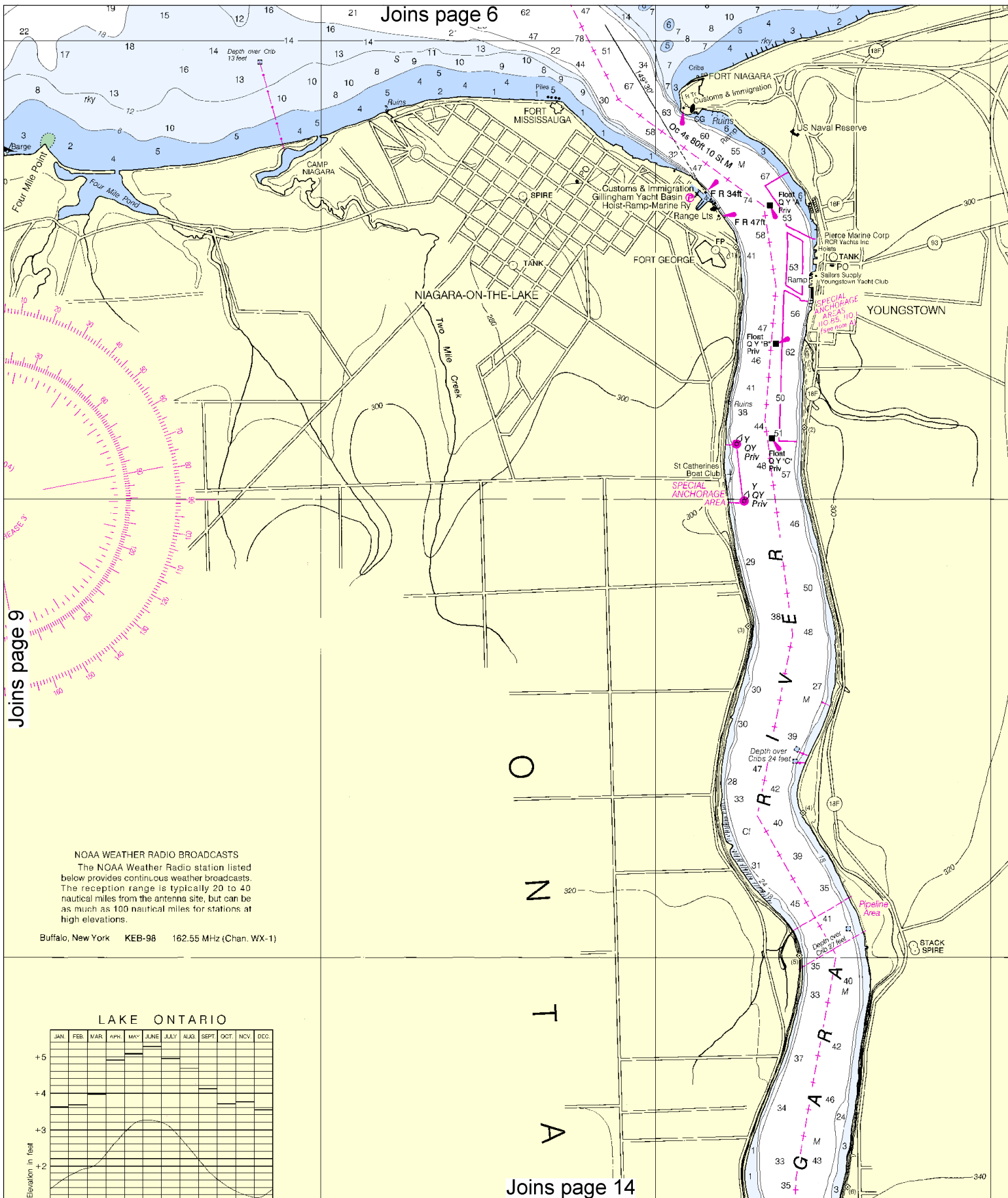
Buffalo, New York KEB-98 162.55 MHz (Chan. 9)

#### LAKE ONTARIO





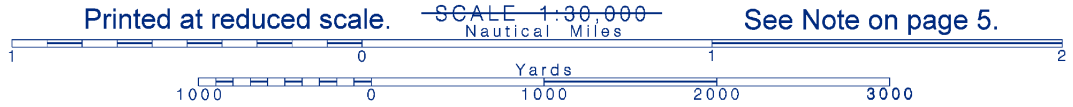


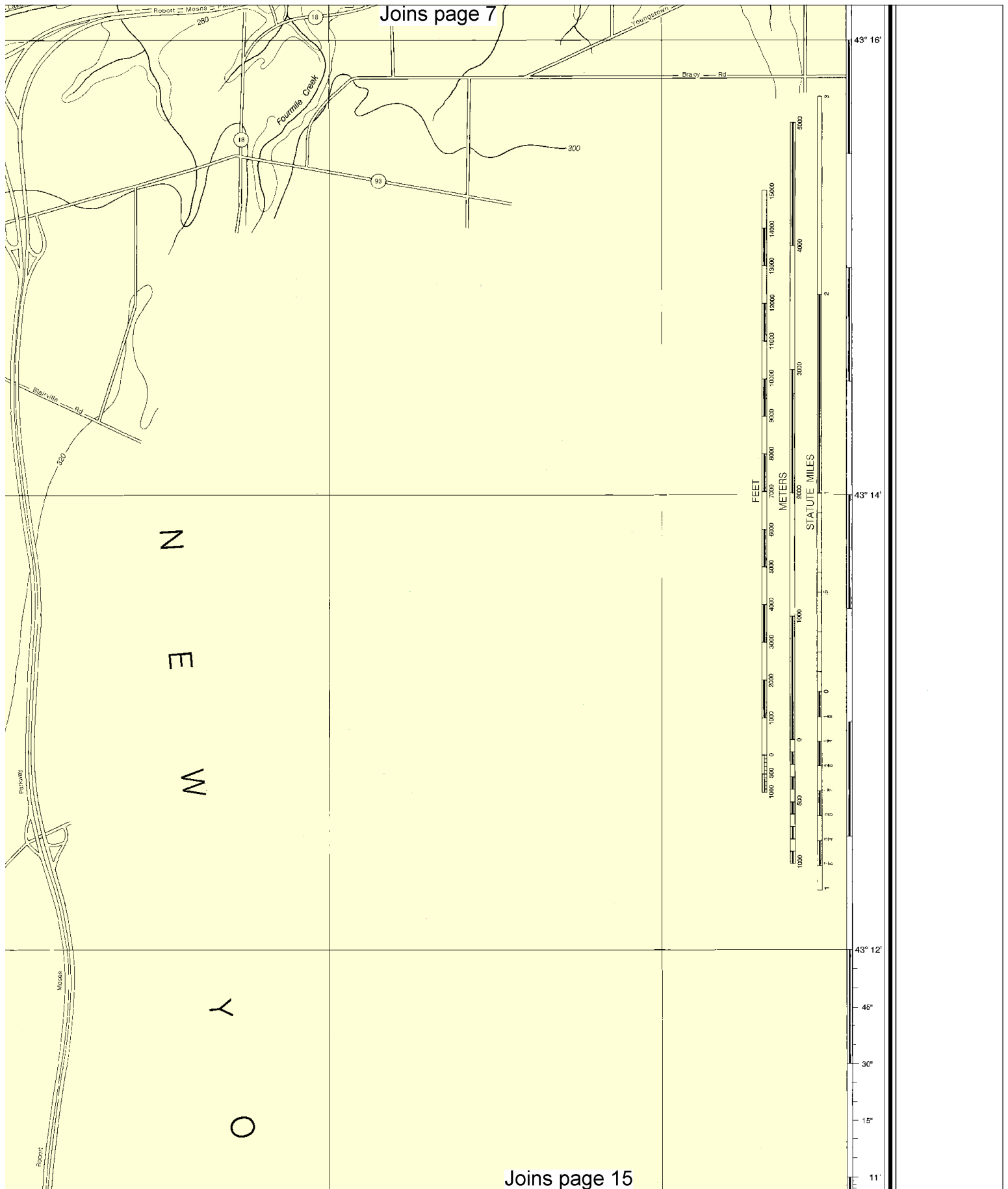


Joins page 9

Joins page 14

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Joins page 8

below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Buffalo, New York KEB-98 162.55 MHz (Chan. 1)

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

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#### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

#### WARNING

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⊙ Pump-out facilities



UNITED STATES - GREAT LAKES

LAKE ONTARIO - NEW YORK

# LOWER NIAGARA RIVER

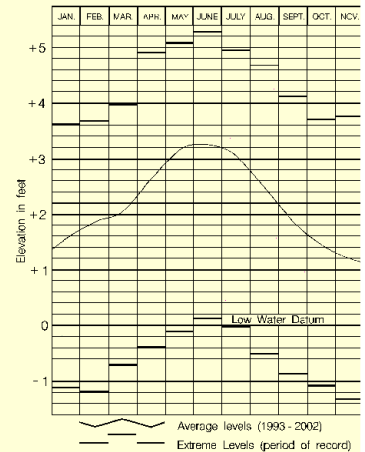
Polyconic Projection  
Scale 1:30,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

#### LAKE ONTARIO



Low Water Datum, which is the plane of reference for the shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Datum, the existing depths are correspondingly greater or less than the charted depths.

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the Response Center via 1-800-424-8802 (toll free), or to the nearest Coast Guard facility if telephone communication is impossible.

#### COPYRIGHT

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Printed at reduced scale.

SCALE 1:30,000  
Nautical Miles

See Note on page 5.





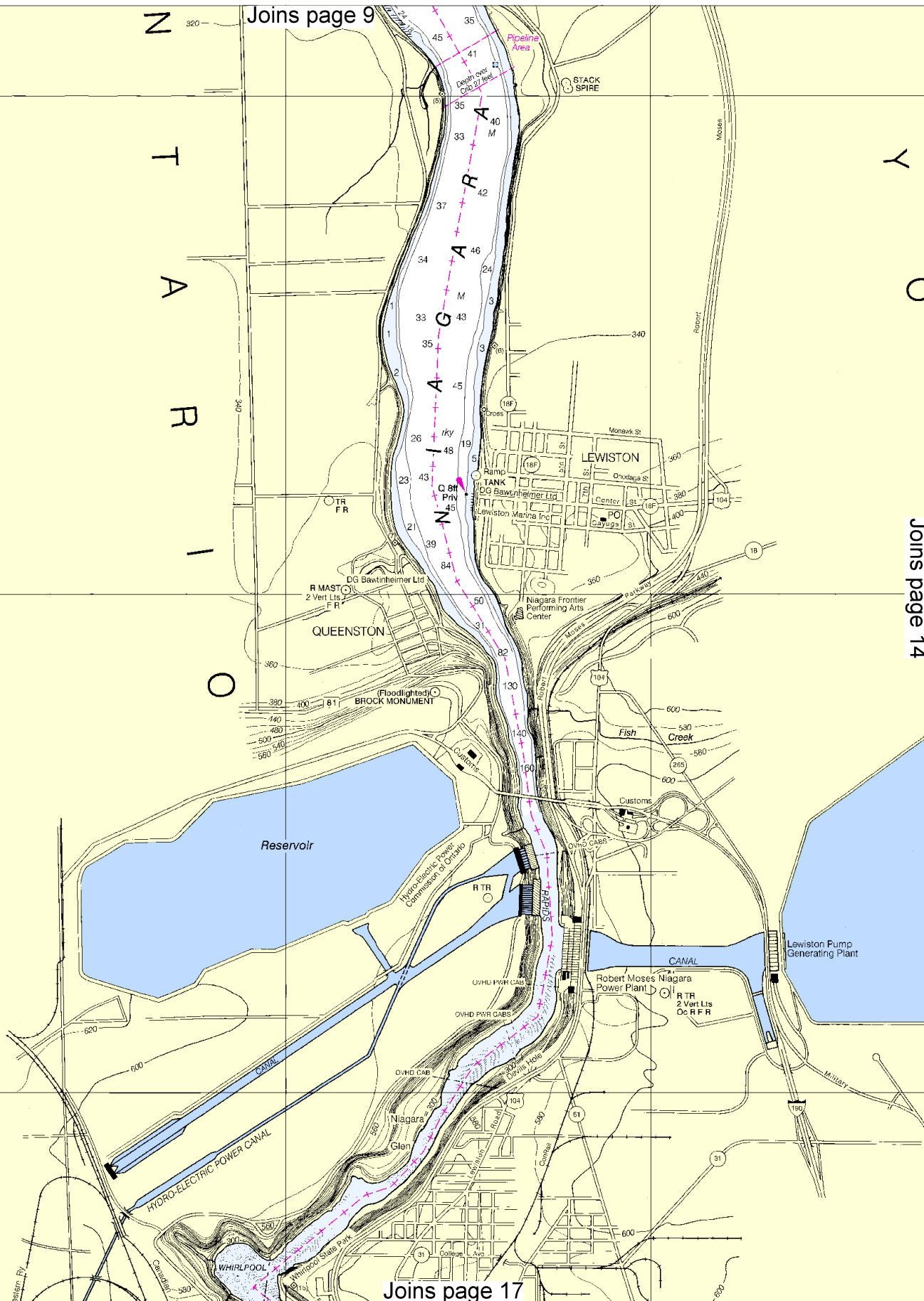
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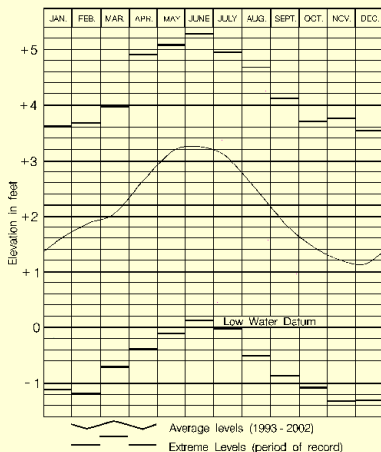
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actual property  
shown on this



below provides continuous weather broadcasts.  
The reception range is typically 20 to 40  
nautical miles from the antenna site, but can be  
as much as 100 nautical miles for stations at  
high elevations.

Buffalo, New York KEB-96 162.55 MHz (Chan. WX-1)

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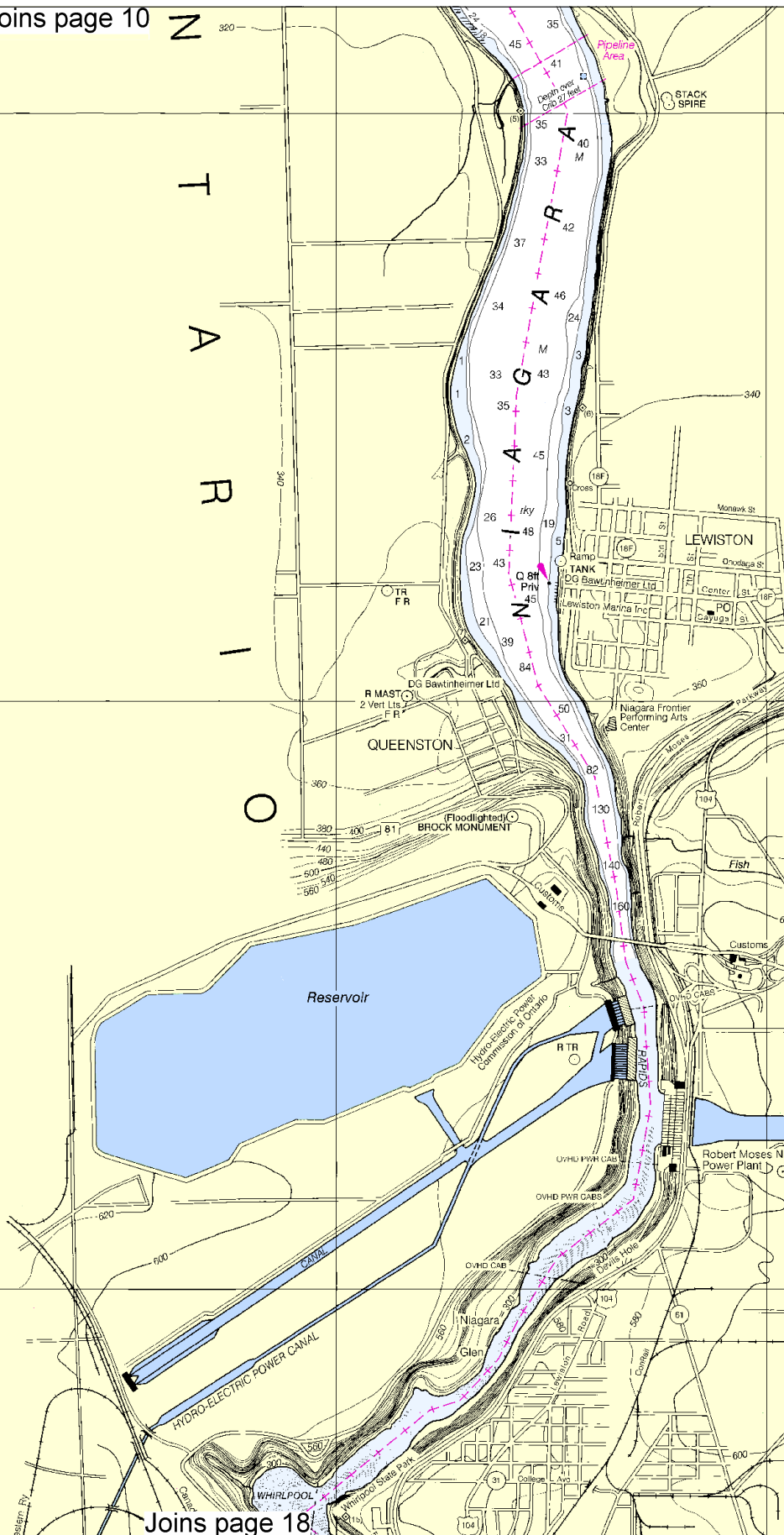
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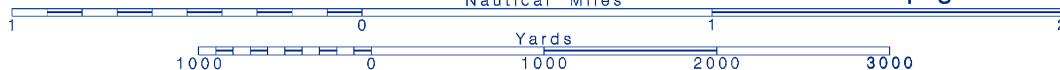


Joins page 18

Printed at reduced scale.

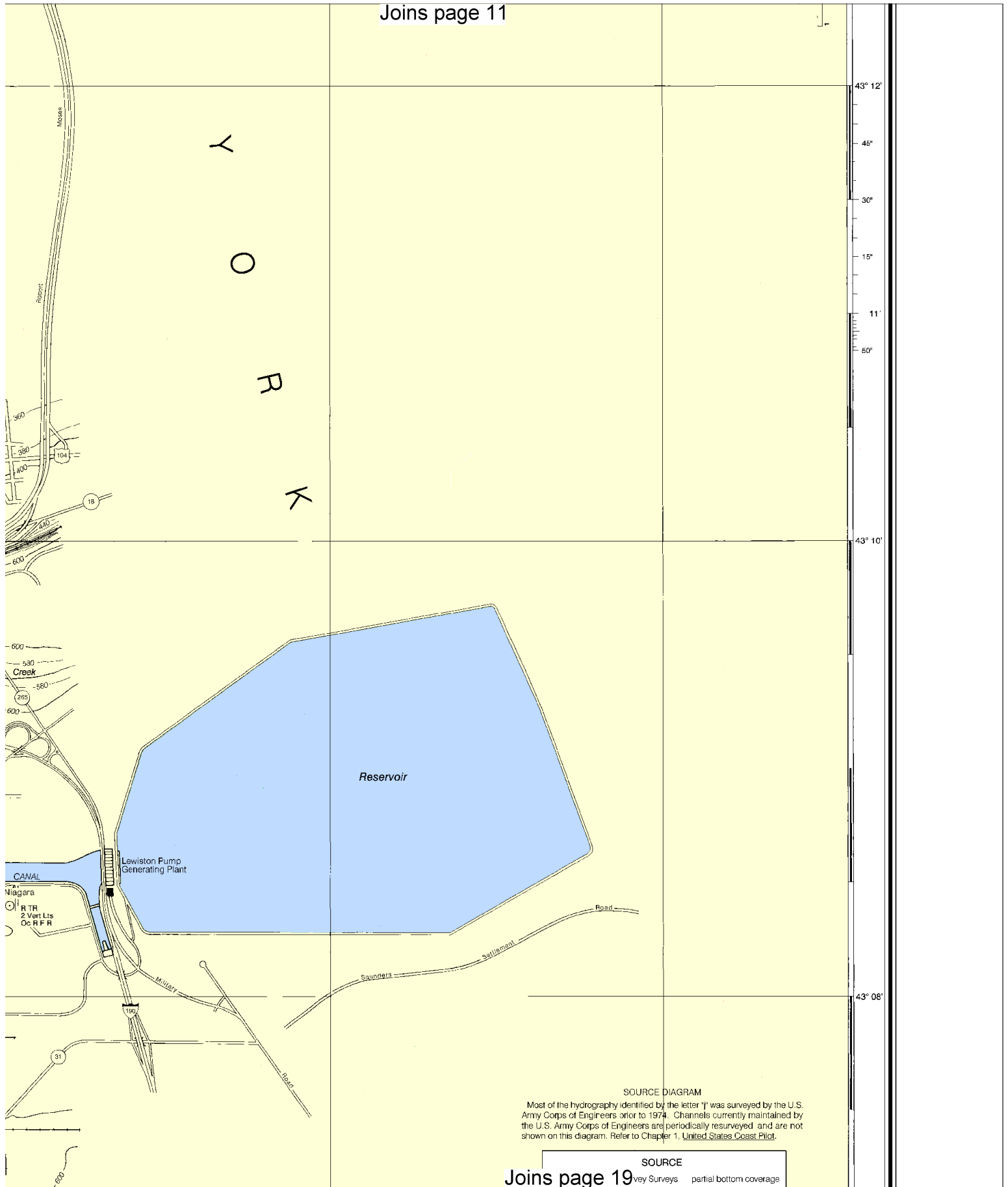
SCALE 1:30,000  
Nautical Miles

See Note on page 5.



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SOURCE DIAGRAM

Most of the hydrography identified by the letter "Y" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed, and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

Joins page 19 very Surveys partial bottom coverage

Joins page 12

# LOWER NIAGARA RIVER

Polyconic Projection  
Scale 1:30,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

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## NOTES

PLANE OF REFERENCE OF THIS CHART. (Low Water Datum) Depths are referred to the sloping surface at the river when Lake Ontario is at elevation 243.3 feet. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1965).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

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AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

## SUPPLEMENTAL INFORMATION

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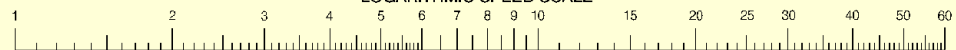
## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.212' northward and 0.821' eastward to agree with this chart.

## NOTE A

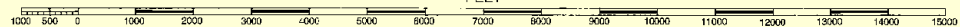
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.  
Refer to charted regulation section numbers.

## LOGARITHMIC SPEED SCALE

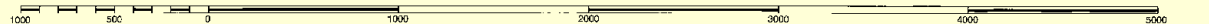


To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

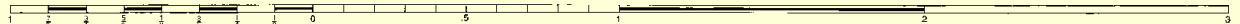
## FEET



## METERS



## STATUTE MILES



79° 10'

79° 08'

24th Ed., Feb./04 ■ Corrected through NM Feb. 7/04  
Corrected through LNM Dec. 16/03

# 14816

## CAUTION

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# SOUNDINGS IN

# 16



Printed at reduced scale.

SCALE 1:30,000  
Nautical Miles

See Note on page 5.





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N FEET

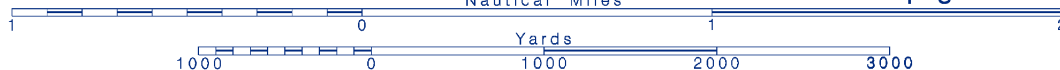
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11
FEET	6	12	18	24	30	36	42	48	54	60	66
METERS	1	2	3	4	5	6	7	8	9	10	11



Published at Washington, D. C.  
U. S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS
FEET
METERS



Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

j Pre-1974 Lake Survey Surveys partial bottom coverage

43° 06'

78° 58'

Lower Niagara River  
SOUNDINGS IN FEET - SCALE 1:30,000

14816



ED. NO. 24

NSN 7642014010660  
INGA REFERENCE NO. 14XHA14816



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Search & Rescue (RCC)** – 216-902-6117

**Coast Guard Search & Rescue** – 716-843-9527

**Canadian Coast Guard (RCC Trenton)** – 1-800-267-7270 or +1-613-965-3870

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).

